

serves either the best interest of the industry or the public. The grandfather clause should not be necessary where different classes of examinations are to be administered to take into account those electrical contractors who may only be skilled in certain specialties. Second, I believe it is extremely unwise to grant, by the grandfather clause, a general electrical contractor's license to all those presently licensed regardless of whether they may be qualified to perform general electrical contracting work.

It is my belief and intent that a veto of section 1 will still leave the board of electrical examiners with sufficient flexibility to establish examinations in both general and specialty areas which take into account an applicant's past experience as a licensed electrical contractor under previous law so that qualified practitioners are not unfairly barred from their lifetime profession.

For the foregoing reasons, I have determined to veto section 1. With the sole exception of that section, I have approved the remainder of Substitute House Bill No. 409."

Note: Chief Clerk of House's letter informing the Secretary of State that the Legislature has overridden the Governor's partial veto is as follows:

The Honorable Bruce K. Chapman
Secretary of State
State of Washington

Dear Mr. Secretary:

I am returning herewith Substitute House Bill No. 409 entitled:

"AN ACT Relating to electricians and electrical installations"

Section 1 of this bill was vetoed by Governor Daniel J. Evans on May 27, 1975. The veto was overridden by the House of Representatives on May 30, 1975 and by the Senate on June 8, 1975.

Respectfully submitted,

DEAN R. FOSTER
Chief Clerk

CHAPTER 196

[Substitute House Bill No. 249]

SEASONAL VEHICLES—ADDITIONAL TONNAGE—QUARTERLY PERMITS

AN ACT Relating to motor vehicles; and adding a new section to chapter 46.44 RCW.

Be it enacted by the Legislature of the State of Washington:

NEW SECTION. Section 1. There is added to chapter 46.44 RCW a new section to read as follows:

In the case of seasonal vehicles for which licensed tonnage has been purchased on a quarterly basis pursuant to RCW 46.16.135, then the additional tonnage provided for in RCW 46.44.037 and 46.44.095 may be purchased on a quarterly basis: PROVIDED, That the total additional tonnage purchased under each section or both sections combined is not less than six thousand pounds. The fee for such a quarterly permit shall be one-fourth the amount charged for a corresponding twelve month permit, and shall further be reduced by one-twelfth for each full calendar month of the quarter that shall have elapsed at the time the quarterly permit is purchased. In addition, a fee of five dollars shall be charged for each quarterly permit issued hereunder.

The quarterly periods covered by this section shall be calendar quarters expiring on March 31, June 30, September 30, and December 31.

"Seasonal vehicles" as used in this section shall mean vehicles or a combination of vehicles engaged exclusively in end or belly dump truck service, transportation of logs, transportation of specialized underwater exploration equipment for hydroelectric projects, transportation of unprocessed agricultural commodities from farm to place of first processing, and transportation of farm and orchard supplies.

Passed the House May 7, 1975.

Passed the Senate May 5, 1975.

Vetoed by the Governor May 15, 1975.

Filed in Office of Secretary of State June 11, 1975.

Full veto of the Governor overridden by the House May 30, 1975.

Full veto of the Governor overridden by the Senate June 8, 1975.

Note: Governor's explanation of full veto is as follows:

"I am returning herewith without my approval Substitute House Bill No. 249 entitled:

"AN ACT Relating to motor vehicles."

This bill makes certain changes in the laws relating to tonnage fees, and allows tonnage permits in addition to regular license fees to be paid quarterly, if the additional tonnage is over six thousand pounds.

The matter of truck weights and truck weight fees has been the subject of a comprehensive study by the Legislative Transportation Committee. The ultimate aim of such study is to devise an equitable system of transportation fees. The passage of this bill before completion and implementation of the study is premature and unwise, and the piecemeal approach will likely require further corrective action by the Legislature after the results of the study are known.

Moreover, the fiscal impact of the bill is a loss of approximately \$270,000 over the next biennium in addition to requiring increased expenditures by the Department of Highways. Given the very difficult financial state of the Department, enactment of this bill is even more untimely at this moment.

For the foregoing reasons, I have determined to veto Substitute House Bill No. 249."

Note: Chief Clerk of House's letter informing the Secretary of State that the Legislature has overridden the Governor's full veto is as follows:

The Honorable Bruce K. Chapman
Secretary of State
State of Washington

Dear Mr. Secretary:

I am returning herewith Substitute House Bill No. 249 entitled:

"AN ACT Relating to motor vehicles"

This bill was vetoed by Governor Daniel J. Evans on May 15, 1975. The veto was overridden by the House of Representatives on May 30, 1975 and by the Senate on June 8, 1975.

Respectfully submitted,

DEAN R. FOSTER
Chief Clerk